



NOTICE OF CATEGORY 3 DEVELOPMENT
Pursuant to Section 38 of the Development Act 1993

DEVELOPMENT NUMBER: 490/97/2017
APPLICANT: SEVENTH STREET INVESTMENTS PTY LTD
NATURE OF DEVELOPMENT: DEMOLITION OF ANCILLARY STRUCTURES TO A STATE HERITAGE PLACE (FORMER GAS WORKS) AND CHANGE OF USE/CONSTRUCTION OF A CONSULTING ROOM (INCLUDING ASSOCIATED ALTERATIONS TO A STATE HERITAGE PLACE), CAR PARKING AREA, RETAINING WALLS AND LANDSCAPING (NON-COMPLYING)
SUBJECT LAND: LOT: 624 PLN: F211410 CT: 5825/815
10 Seventh Street GAWLER SOUTH 5118
ZONE: Residential Historic (Conservation) and Special Uses
POLICY AREA: Gawler South Residential Historic (Conservation)

My Name: BETTY PETER Organisation: (if applicable)

Postal Address: 20 SEVENTH ST GAWLER SOUTH 5118

Contact: 85 22 37 94 Email: barry betty 111@gmail.com

My representation: (please tick which applies)
 supports the proposed development
 supports the proposed development but has some concerns
 opposes the proposed development

My interests are: (please tick which applies)
 owner of local property
 occupier of local property
 a representative of a company/ organisation affected by the proposal
 a private citizen

The address of the property affected is:
20 SEVENTH ST. GAWLER SOUTH 5118

The specific aspects of the application to which I make comment on are:

INADEQUATE CAR PARKING AREA FOR THE CONSULTING ROOMS WHICH AT THIS POINT I FIND IT HARD TO COMMENT ON AS AT THIS POINT I DO NOT KNOW WHO WILL OCCUPY THESE ROOMS. ALSO THIS IS SUPPOSED TO BE A STATE HERITAGE AREA RESIDENTIAL HISTORIC (CONSERVATION) SPECIAL USES WHICH AT THIS POINT IT SEEMS TO HAVE BEEN FORGOTTEN UNTIL ANY ONE WITH AN OLD HOME WANTS TO DO SOME ALTERATION.

(You may attach additional pages and/or other documents such as photographs if necessary)

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My objections (if any) could be overcome by:

Other Comments:

AS I AM IN MY EIGHTY'S I WISH TO BE REPRESENTED
BY MY NEIGHBOUR.

PLEASE NOTE: IF YOU WISH TO BE HEARD YOU MUST COMPLETE THIS SECTION. IF YOU DO NOT COMPLETE THIS SECTION IT WILL BE TAKEN THAT YOU DO NOT WISH TO BE HEARD.

I wish to be heard by the Development Assessment Panel in support of my representation.

By: appearing personally
 being represented by the following person: LEONIE MEAD
(please tick which applies) 22 SEVENTH ST GAWLER SOUTH

Signature: Betty P. Peter

Date: 24-10-2017

The closing time and date for Representations is 5.00pm on Tuesday 24 October 2017.

Please note that in accordance with Section 38(8) of the Development Act 1993, a copy of this representation will be forwarded to the Applicant for their information and response. Further a copy of your representation (including your name and address) may be included within a publically accessible Council Development Assessment Panel agenda and uploaded to Council's website.

To submit your representation you may:

- Post it to PO Box 130, Gawler SA 5118; OR
- Email it to planningadmin@gawler.sa.gov.au; OR
- Submit it in person at Town of Gawler Administration Centre, 43 High Street, Gawler East (opening hours: 9:00am – 5:00pm).

(You may attach additional pages and/or other documents such as photographs if necessary)

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POLICY AREA: Gawler South Residential Historic (Conservation)

My Name: LEONIE MEAD Organisation: _____
(if applicable)

Postal Address: 22 TH ST. GAWLER

Contact: 0418571983/0408881976 Email: leonieglenn@yahoo.com.au

My representation: supports the proposed development
(please tick which applies) supports the proposed development but has some concerns
 opposes the proposed development

My interests are: owner of local property
(please tick which applies) occupier of local property
 a representative of a company/ organisation affected by the proposal
 a private citizen

The address of the property affected is: 10 TH ST. GAWLER

The specific aspects of the application to which I make comment on are: SEE ATTACHED

(You may attach additional pages and/or other documents such as photographs if necessary)

NOTICE OF CATEGORY 3 DEVELOPMENT
Pursuant to Section 38 of the Development Act 1993

My objections (if any) could be overcome by:

Other Comments: PROPOSED DEVELOPMENT IS UGLY!

PLEASE NOTE: IF YOU WISH TO BE HEARD YOU MUST COMPLETE THIS SECTION. IF YOU DO NOT COMPLETE THIS SECTION IT WILL BE TAKEN THAT YOU DO NOT WISH TO BE HEARD.

I wish to be heard by the Development Assessment Panel in support of my representation.

By: appearing personally
 being represented by the following person: _____
 (please tick which applies)

Signature:  Date: 23.10.17

The closing time and date for Representations is 5.00pm on Tuesday 24 October 2017.

Please note that in accordance with Section 38(8) of the Development Act 1993, a copy of this representation will be forwarded to the Applicant for their information and response. Further a copy of your representation (including your name and address) may be included within a publically accessible Council Development Assessment Panel agenda and uploaded to Council's website.

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(You may attach additional pages and/or other documents such as photographs if necessary)

23 October 2018

Gawler Council

To Whom it May Concern

Re: 10 Seventh Street, Gawler South

With regards to the proposed plans that relate to the above mentioned address I wish to submit my concerns relating to the following.

- Proposed medical practice – what assurances are there that this in fact will be a medical practice – and what type of medical practice?
- We already have Hyde and Partners in Seventh Street, this practice has 2 car parks but still the majority of patients park in the street.
- The street is often congested due to the Natural Resources site, the Lutheran Church, an accountant and also Hyde and Partners. Patrons do not use the car parks provided and often prefer to park in the street. Often cars are parked in front of our house already – it will get worse with another commercial property being built.
- How safe is the heritage listed Gasworks building – is this too going to be pulled down like many other heritage buildings in Gawler? *(THE STABLES FRONT STONE WALL)*
- Seventh Street and surrounding streets have many buildings and walls of significant interest.
- The intersection of Adelaide Road and Seventh street is a no right turn into Murray Street – this will cause further congestion on the roads in the area.

Kind regards



Concerned residents
Leonie & Glenn Mead
22 Seventh Street
Gawler

NOTICE OF CATEGORY 3 DEVELOPMENT
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SUBJECT LAND: LOT: 624 PLN: F211410 CT: 5825/815
 10 Seventh Street GAWLER SOUTH 5118
ZONE: Residential Historic (Conservation) and Special Uses
POLICY AREA: Gawler South Residential Historic (Conservation)

My Name: PETER HOYE Organisation: (if applicable)
 Postal Address: 33 POWELL DAIVE, GAWLER EAST 5118.
 Contact: 0403 491 486 Email: PANDSHOYE@BIGPOND.COM

- My representation: (please tick which applies)
- supports the proposed development
 - supports the proposed development but has some concerns
 - opposes the proposed development
- My interests are: (please tick which applies)
- owner of local property
 - occupier of local property
 - a representative of a company/ organisation affected by the proposal
 - a private citizen

The address of the property affected is:
10 SEVENTH ST GAWLER SOUTH 5118

The specific aspects of the application to which I make comment on are:

(A) THE PROPOSED CONSULTING ROOM HAS THE POTENTIAL TO BLOCK THE VIEW OF THE RETORT HOUSE, FROM SEVENTH ST.

(B) AS SO LITTLE OF GAWLER'S INDUSTRIAL INFRASTRUCTURE REMAINS, IT IS IMPORTANT THE ADJACENT BUILDING BE RETAINED.

(C) ANY OR ALL STORM WATER PIPES THAT WOULD CONVEY WATER TO THE RIVER, BE BURIED IN THE BANK.

(You may attach additional pages and/or other documents such as photographs if necessary)

NOTICE OF CATEGORY 3 DEVELOPMENT
 Pursuant to Section 38 of the Development Act 1993

My objections (if any) could be overcome by:

(A) ERECTION OF AN INFORMATION DISPLAY.

(B) THE BUILDING IN QUESTION WAS PART OF THE OVERALL OPERATION OF THE GAS WORKS.

(C) EXPOSED WHITE PIPES CONSTITUTE A "VISUAL EYESORE", AS IS THE CASE NEXT DOOR. THEY SHOULD BE BURIED ALL THE WAY DOWN THE BANK.

Other Comments:

PLEASE NOTE: IF YOU WISH TO BE HEARD YOU MUST COMPLETE THIS SECTION. IF YOU DO NOT COMPLETE THIS SECTION IT WILL BE TAKEN THAT YOU DO NOT WISH TO BE HEARD.

I wish to be heard by the Development Assessment Panel in support of my representation.

By: appearing personally
 being represented by the following person: _____
 (please tick which applies)

Signature:  Date: 13/10/2014.

The closing time and date for Representations is **5.00pm on Tuesday 24 October 2017.**

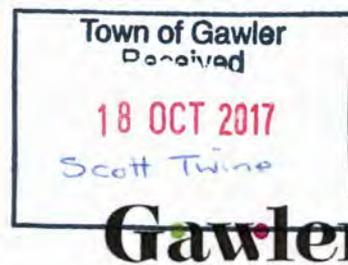
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- Post it to PO Box 130, Gawler SA 5118; OR
 - Email it to planningadmin@gawler.sa.gov.au; OR
 - Submit it in person at Town of Gawler Administration Centre, 43 High Street, Gawler East (opening hours: 9:00am – 5:00pm).

(You may attach additional pages and/or other documents such as photographs if necessary)

**TOWN OF GAWLER
NOTICE OF CATEGORY 3
DEVELOPMENT APPLICATION**

Pursuant to Section 38 of the Development Act 1993



TRIM reference: DA490/97/17
Contact Officer: Scott Twine
Direct Line: 088522 9277
Email: scott.twine@gawler.sa.gov.au

Town of Gawler Administration Centre
43 High Street
PO Box 130
Gawler East SA 5118
Phone: (08) 8522 9211
Fax: (08) 8522 9212
council@gawler.sa.gov.au
gawler.sa.gov.au



10 October 2017

Dear Owner/Occupier,

Notice is hereby given that a development application requiring Category 3 Public Notification has been lodged with Council for development assessment. As an owner or occupier of nearby/abutting land, you are permitted, if you wish, to provide comment in writing (in the form of a representation) to the Council for consideration in the assessment of the proposal. Details of the application are as follows:

DEVELOPMENT NUMBER:	490/97/2017
APPLICANT:	SEVENTH STREET INVESTMENTS PTY LTD
NATURE OF DEVELOPMENT:	DEMOLITION OF ANCILLARY STRUCTURES TO A STATE HERITAGE PLACE (FORMER GAS WORKS) AND CHANGE OF USE/CONSTRUCTION OF A CONSULTING ROOM (INCLUDING ASSOCIATED ALTERATIONS TO A STATE HERITAGE PLACE), CAR PARKING AREA, RETAINING WALLS AND LANDSCAPING (NON-COMPLYING)
SUBJECT LAND:	LOT: 624 PLN: F211410 CT: 5825/815 10 Seventh Street GAWLER SOUTH 5118
CERTIFICATE OF TITLE:	Volume 5825 Folio 815
ZONE:	Residential Historic (Conservation) and Special Uses
POLICY AREA:	Gawler South Residential Historic (Conservation)

The application may be examined at either of the following:

- Town of Gawler Administration Centre, 43 High Street, Gawler East, during normal business hours; OR
- <http://www.gawler.sa.gov.au/category-2-3-notification>

The notification period commences on Wednesday 11 October 2017, in which case all representations are required to be submitted no later than 5:00 pm Tuesday 24 October 2017.

Each person making a representation should indicate whether that person wishes to appear personally or be represented by another party before the Council Development Assessment Panel in support of the representation. Please note that, pursuant to Section 38(8) of the *Development Act 1993*, a copy of each representation received will be forwarded to the applicant for consideration. Your attention is drawn to the fact that there is **only a right of appeal** against a Council's decision on a Category 3 development to the Environment, Resources and Development Court, in the event where you have submitted a representation within the prescribed period. No right of appeal exists to anyone who has not submitted a representation.

To submit your representation you may:

- Post it to PO Box 130, Gawler SA 5118; OR
- Email it to planningadmin@gawler.sa.gov.au; OR
- Submit it in person at Town of Gawler Administration Centre, 43 High Street, Gawler East (opening hours: 9:00am – 5:00pm).

If you have any questions in relation to this matter, or desire to discuss any aspect of the proposal, please contact the undersigned.

Yours faithfully

Signed: 
Scott Twine
Development Assessment Planner

Date: 10 October 2017

ATTACHMENT 3



Planning Advisory Services

*27 / 19th Street, Gawler South SA 5118
Telephone (08) 8522 6999 Facsimile (08) 8522 6126
ABN 50 377 956 623*

*CPS Building
60 Fitzmaurice Street, Adelaide, South Australia 5000
Telephone (08) 8410 0996*

Ref PAS Seventh Street Investments

Date 3 November 2017

Scott Twine
Town of Gawler
Scott.Twine@gawler.sa.gov.au

Dear Scott

This is a response to the Cat 3 notification for development application 490/97/2017.

The three submissions received are concerned with heritage, land use, ascetics, and parking and traffic. I respond to them below.

- View of Retort House from Seventh Street with be concealed (Hoye);

Whilst the land is presently vacant, Retort House due to its position and is only nominally legible from Seventh Street .

Any form of development on the land, which the Development Plan envisages and encourages, will affect the current but limited appreciation of Retort House from Seventh Street.

Public appreciation of the building and the site's history, and its contribution to Gawler's development will be available and accessible as a consequence of supporting the land's commercial use in the form proposed.

- Any piping along the River should be underground (Hoye);

Whilst exposed piping is not intended, a condition of consent can address this concern.

- Retention of buildings of heritage interest (Hoye and Meads);

The great strength of the development proposal is that it will provide the economic imperative for the considerable cost of restoring and conserving Retort House.

Further, the site's former use will be interpreted through the new building's architecture, and displayed information that will outline the former Gasworks former function and the associated technology.

As mentioned in the Meads' submission, the structural integrity of Retort House (and its ongoing deterioration) is presently an issue. The land's development as proposed will address the Meads' concern.

- Assurances that the buildings will in fact be used as a medical practice (Peter and Meads);

This is controlled through the Development Act.

The specific type of medical service, as intended by the Development Act, is a market consideration.

- Car parking supply and use (Peter and Meads);

The car park's location and design has been approached, among other things, to make it as accessible and legible as possible with the purpose of encouraging the car park's use.

The car park's location on the side of the building will give it a visual association with the street and hence a better prospect of being used compared with, for

example, a back of building car park accessed by a side lane. Landscaping and shade will also assist in making the car park attractive to use.

- Traffic congestion (Meads)

Seventh Street is identified in the Development Plan as a road of *high traffic flow/scenic road*, and is intended therefore for managing non residential traffic demands and flows.

The restricted right hand turn at Adelaide Road is positive in managing traffic congestion.

If you have any question with regard to this advice or need any information please contact me on wohlstadt@gmail.com or 0414 851 812.

My client wishes to appear before the Development Assessment Panel which I understand is likely to be on Monday 11th December 2017.



Yours Faithfully

Michael Wohlstadt, RPIA, Grad Dip URP





Ref: SH/12141D
Date: 13 November 2017

Chief Executive Officer
Corporation of the Town of Gawler
PO Box 130
Gawler 5118

Attention: Scott Twine

Dear Mr Twine

DESCRIPTION: NEW MEDICAL CENTRE AND OFFICE - FORMER PROVINCIAL GAS COMPANY (LATER SA GAS COMPANY) GAWLER GAS WORKS AT 10 SEVENTH STREET, GAWLER

Application number: 490/97/17
Referral received: 4/10/2017
State heritage place: Former Provincial Gas Company (later SA Gas Co) Gawler Gas Works, 8-10 Seventh Street GAWLER SOUTH

The above application has been referred to the Minister for Sustainability, Environment and Conservation in accordance with Section 37 of the *Development Act 1993* as development that directly affects a State heritage place or, in the opinion of the relevant authority, materially affects the context within which a State heritage place is situated.

Statement of Significance

Built 1869, closed 1917. Historically, the first gas works to operate outside the metropolitan area. Opened to supply the Gawler area with fuel for lighting the interior of buildings. (Gawler Survey)

The site has been vacant for some time and the dwelling and other remnant buildings left to deteriorate beyond use. While the land is currently zoned residential it has always been used primarily for commercial purposes.

Subject to the recommendation set out below, the proposed development is considered to be acceptable in relation to the above State heritage place for the following reasons.

- The new medical centre and offices facing Seventh Street are a considerable distance from the remnant historic buildings at the rear of the site, and the new building is of form, scale and materials appropriate both to the context of the remaining building and to the adjoining residential character.
- The additions to the former Retort House close to the Little Para river frontage are clearly contemporary, but designed not to overwhelm the context of the building, being lower in scale and reflecting the layout of existing derelict structures.
- Parts of the early stone boundary wall facing Seventh Street will be retained, and could be used as an interpretive marker in the streetscape.
- Development with an appropriate adaptive purpose for this long unused site and derelict buildings will ensure survival of the State heritage place.
- The project has been designed by qualified heritage architects who have consulted with Heritage SA advisors throughout the process.

Recommendation

A. The following condition should be incorporated into any consent or approval.

Condition 1: While it is unlikely that any remnants will remain under or around the former Gas Works buildings, the applicant is reminded of General Note 5 (a) below. If any material or objects of archaeological interest are uncovered during demolition and excavation, disturbance in the vicinity shall cease and the SA Heritage Council shall be notified.

Reason for condition: *To ensure proper assessment and recording of found items.*

General notes

1. Should Council not adopt the above recommendation in full, it will be necessary to obtain the concurrence of the Development Assessment Commission before a decision is conveyed to the applicant.
2. Any changes to the proposal for which planning consent is sought or granted may give rise to heritage impacts requiring further consultation with the Department of Environment, Water and Natural Resources, or an additional referral to the Minister for Sustainability, Environment and Conservation. Such changes would include for example (a) an application to vary the planning consent, or (b) Building Rules documentation that incorporates differences from the proposal as documented in the planning application.
3. To ensure a satisfactory heritage outcome, Council is requested to consult the Department of Environment, Water and Natural Resources in finalising any conditions or reserved matters above.
4. In accordance with Regulation 43 of the *Development Regulations 2008*, please send the Department of Environment, Water and Natural Resources a copy of the Decision Notification.
5. Council is requested to inform the applicant of the following requirements of the *Heritage Places Act 1993*.
 - (a) If an archaeological artefact believed to be of heritage significance is encountered during excavation works, disturbance in the vicinity shall cease and the SA Heritage Council shall be notified.
 - (b) Where it is known in advance (or there is reasonable cause to suspect) that significant archaeological artefacts may be encountered, a permit is required prior to commencing excavation works.

For further information, contact the Department of Environment, Water and Natural Resources.
6. Council is requested to inform the applicant of the following requirements of the *Aboriginal Heritage Act 1988*.
 - (a) If Aboriginal sites, objects or remains are discovered during excavation works, the Aboriginal Heritage Branch of the Aboriginal Affairs and Reconciliation Division of the Department of the Premier and Cabinet (as delegate of the Minister) should be notified under Section 20 of the *Aboriginal Heritage Act 1988*.

For any enquiries in relation to this application I can be contacted by telephone on 8124 4922 or e-mail DEWNR.StateHeritageDA@sa.gov.au.

Yours sincerely,



Margaret Heathcote
 Senior Conservation Architect
 Department of Environment, Water and Natural Resources
 as delegate of the
 MINISTER FOR SUSTAINABILITY, ENVIRONMENT AND CONSERVATION

ATTACHMENT 5

Town of Gawler Heritage Advisor Comment

Planning Application No.: DA 490/97/2017
Location: 10 Seventh Street Gawler
Zone: Residential Historic (Conservation) Zone
Policy Area: Gawler South Residential Historic (Conservation) Policy Area 15
Heritage Status: Adjacent Contributory Place
Proposal: Medical Centre
To: Scott Twine
Date: 19 March 2017

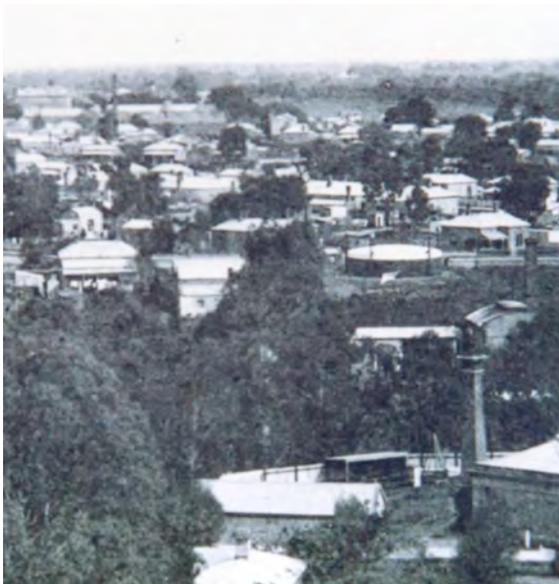
Description:

The proposal involves:

- Demolition of an unlisted dwelling;
- Demolition of a part of a State Heritage Place;
- Construction of a new building on the north side of the allotment 1200mm from the northern boundary;
- Carpark set behind the existing boundary wall and a 2100 wide planted area;
- A new opening in the boundary walling and driveway to the south side;
- Ramp and step access from an intermediate level carpark to the east of the new building;
- Construction of lift access to the State Heritage Place
- Conservation of the gasworks;
- Construction of an office addition to the State Heritage Place;
- Site works and landscaping.

The proposed new building will have a simple hipped roof over a footprint of 37500mm long by 12500mm, set back 2100mm from the street boundary. The building includes a lower pitched section of 2600 wide

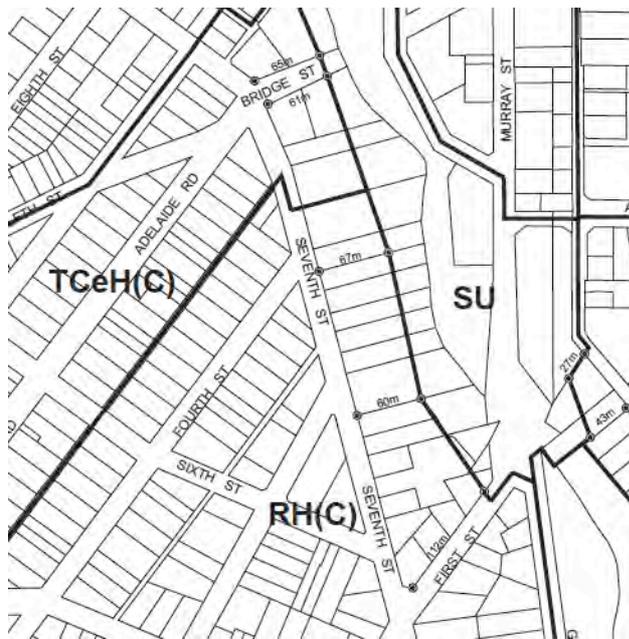
This assessment is based upon Hosking Willis Architecture drawings 16-176DA01 to 16-176 DA15 inclusive Issue A dated 9.12 16. The Architects have included an historic photograph (shown below) and incorporated an interpretation of the former tank in the design.



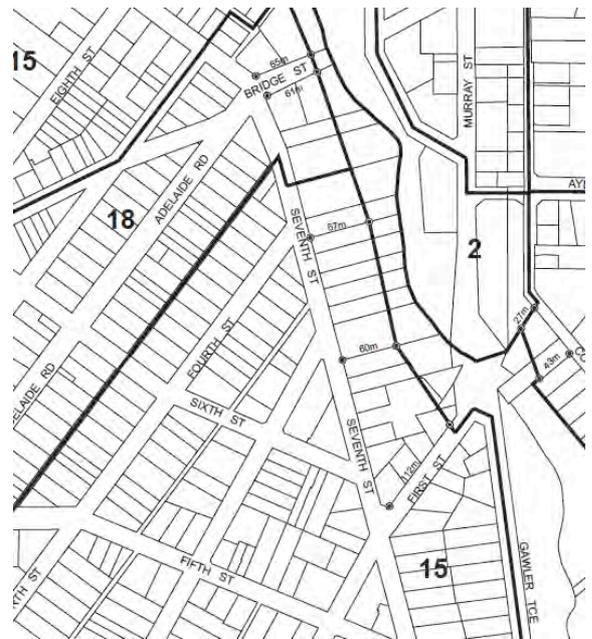
Town of Gawler Heritage Advisor Comment

Development Plan

The Subject Site is located in the Gawler South Residential Historic (Conservation) Policy Area 15 within the Residential Historic (Conservation) Zone and also the Special Uses Zone Historic (Conservation) Policy Area 2 of the Special Use Zone, shown on the mapping below:



Zone Map



Policy Map

Of relevance is the proximity to the Town Centre Zone, Policy Area 18. The Subject Site shares its northern boundary with the Town Centre Gawler South Policy Area of the Town Centre of the TOWN CENTRE HISTORIC (CONSERVATION) ZONE, demonstrated by the proximity of the commercial building to the Subject Site shown below:



Source Google Maps

The Subject Site Land also includes a State Heritage Place, visible from Seventh Street, shown on the extract from Gawler FIGURE Ga(HPCI)/10 below but more accurately on the State Heritage Database Mapping to the rear of the site.

Town of Gawler Heritage Advisor Comment

Gawler Table Ga/2 includes the following listing:

8-10 Seventh Street, Gawler South	Former Gas Works			CT 269/244	12141
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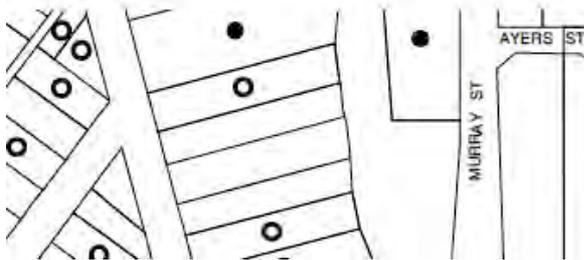


FIGURE Ga(HPCI)/10



State Heritage Database Mapping

The State Heritage Database describes the Former Provincial Gas Company (later SA Gas Co) Gawler Gas Works.

There is nonetheless a residential character as shown in the following Google images:



Contributory Places (opposite)



Contributory Place (to the south)

This assessment excludes the assessment undertaken by the State Heritage Unit and has been prepared independent of that.

I have considered the following Development Plan Provisions:

Council Wide

OBJECTIVES: 12

PRINCIPLES OF DEVELOPMENT CONTROL: 32,33,35 and 36

Gawler South Policy Area

Desired Character

OBJECTIVES: 1,2,3,4,

PRINCIPLES OF DEVELOPMENT CONTROL: 2,3,4

RESIDENTIAL HISTORIC (CONSERVATION) ZONE

OBJECTIVES: 1,2,3,4

PRINCIPLES OF DEVELOPMENT CONTROL: 1,2, 3,4,5,6, 7,8,9,11, 12,13

Special Uses Zone Historic (Conservation) Policy Area

OBJECTIVES: 1,2,3,4,5,6

PRINCIPLES OF DEVELOPMENT CONTROL: 1,2,3,4,5, 6, 7,8,9, 10

Town of Gawler Heritage Advisor Comment

SPECIAL USES ZONE

Desired Character

OBJECTIVE: 1,2,3,

Objective 1: A zone accommodating public and private development of an institutional or open character.

PRINCIPLES OF DEVELOPMENT CONTROL

Form of Development: 1,2.

Assessment:

Council Wide Objective 12 that envisages the retention and enhancement of localities will be satisfied by a proposal that conserves and adapts a vacant and dilapidated State Heritage Place and proposes a well-designed infill development, with some responsiveness to existing and historical context. The extent of demolition of the State Heritage Place, necessary to provide contemporary amenities, follows a similar footprint to the portion being demolished, but retains the highly visible portion of the building.

The new building facing Seventh Street is sufficiently separated and located on higher ground than the State Heritage Place and therefore it and the new construction at the lower level, immediately adjacent the former gasworks building will satisfy PDC 35 by not impairing the character of the building of architectural, historical or scientific interest, located adjacent a place of natural beauty.

Some caution should be exercised by the developer in undertaking excavations adjacent the State Heritage Place in order to satisfy PDC 36, but also the requirements of the Heritage Places Act, with respect to archaeology.

The site exhibits for the most part the relatively flat terrain described in the Gawler South Policy Area 15. The residential historic character in the immediate area is apparent but mixed with commercial use, evident in new buildings, open carparks and the adaptive reuse of former residences as offices. The proposal will retain a fence to its front boundary and also provide a landscaped garden area of reasonable width. The proposed signage is quite constrained and integrated with the curved walling of the building. No other signage has been proposed.

The aim of Objective 1 of the Gawler South Policy Area 15 in seeking development complementary to the historic character and significance of the Policy Area is fulfilled through the delivery of a meritorious architectural design of a new building on a vacant unused site and includes the conservation and adaptation of a State Heritage Place, that has been vacant, dilapidated and deteriorating condition for some time.

Objective 2 is partially but satisfactorily fulfilled through the part retention and conservation of the State Heritage Place, which occurs primarily in the Special Use Zone.

The fulfilment of Objective 3 is partially compromised by the proposal of a non-residential development; this can be forgiven because of the proximity to the Town Centre Zone and also because this objective anticipates mixed business/residential use in identified localities. Historically the applicant has provided evidence that connects the Seventh Street frontage with the former Gasworks to the rear of the site. Therefore, a non-residential use is somewhat valid and historic research has demonstrated the connection.

Objective 4 also in seeking conservation and enhancement of the historic character of the policy area can be satisfied that a dilapidated State Heritage Place will be conserved.

The satisfaction of PDC 2 requires acceptance of the contextual location of the Subject Site adjacent the Town Centre Zone. The new building infill proposal is a well-designed contextual response that incorporates a simple orthogonal hipped roof, with its narrow frontage facing the street. While the length of the building is 37500, which is larger than residential scale, the width of

Town of Gawler Heritage Advisor Comment

the new building facing the street, at 12 metres is a typical residential width, typically found in the policy area with double fronted cottages.

Also the parapet wall height transitions from a 4500mm height on the northern or Town Centre side, matching the adjacent commercial development, through to a lower height of 3450 on the residential side, consistent with the residential scale and shown on the Streetscape elevation. There is adequate separation provided by the carpark, screened behind the existing garden wall and new planting. The set back from the street boundary is also less than the residential set-backs. This is overcome through the strong historic reference with the introduced zinc sheet curved wall element interpreting the tank and the design of the supports and pergola structure.

The intentions of PDC 2 are therefore satisfied through informed contextual design.

Also, in adopting the intentions of PDC 3, the proposal is not sited on a side boundary. It has a considerable side setback from the Contributory Place to the south and it has a side set back of 1200mm from the north boundary. This results in built form being closely associated with the commercial building and located in the approximate location of the former gas tank. While not residential development, the proposal is single storey in height as desired by PDC 4, with heights that match the adjacent commercial development, transitioned to a lower residential form.

Objective 1 of the Residential Historic (Conservation) Zone, curiously seeks residential development together with local facilities that support a healthy and convenient living environment.

Objective 2 is reasonably satisfied through the substantial retention and adaptation of the State Heritage Place. The extent of demolition and new construction is being assessed by the State Heritage Unit.

Objective 3 in seeking to conserve and enhance historic character through consideration of streetscape character is admirably satisfied by this proposal, which locates a new consulting building close to the existing shared zone boundary and commercial building, transitioning in height and being sufficiently spaced from the residential development by a landscaped edge treatment. Also the historic reference and interpretation of the tank that is integrated with the new building fabric creates a suitable point of difference that assists with scale and visual interest.

While the view of the former gasworks is blocked by the new building, historic photographs would suggest that the former tank was located in a similar location and therefore also obscured direct views along the north edge of the Subject Land. The view of the gasworks building, will however be opened up by the demolition of the unlisted dwelling, therefore providing for the original townscape view, sought by Objective 4.

The design of the proposal, in adopting a reasonably simple roof form, historic reference, narrow width to the street, articulation and a visually interesting palette of materials is complementary to the historic character as desired in RHCZ PDC 1.

Also the vacant and unused land facing Seventh Street will be developed and the historic building upgraded as contemplated in RHCZ PDC 3 and while the guidelines in Table Ga/3 are directed towards residential development, this proposal presents a residential scale, sensitivity and visual interest that is encouraged by Table Ga/3.

The existing streetscape character is quite diverse and certainly not disturbed by this proposal. Rather the design of the building will enhance and reinforce the character by being more closely associated with the commercial building, opening up views of and conserving the State Heritage Place, thereby fulfilling the wishes of RHCZ PDC 3. In this way RHCZ PDC 4 is also not offended.

The satisfaction of RHCZ PDC 5 is also demonstrated through a visually interesting and cohesive development that is built to the town centre edge of the zone and transitions through height and

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landscaped separation from the residential character. The new building presents to the streetscape as a narrow, articulated dwelling-scale and width, with simple orthogonal roof form and vertical proportions and composition. Generally, the proposal exhibits complementary heights, scales, set-backs, form and an external appearance, that is creative and diverse, high standard of contemporary architecture sought by this provision.

PDC6 is also satisfied through the conservation and adaptation of a State Heritage Place and the demolition contemplated in PDC 7 appears reasonably addressed, but subject to a State Heritage referral.

The new building is designed with good respectful contextual consideration of the adjacent Contributory Places and State Heritage Place, through the adoption of simple robust roof forms and materials, the orthogonal relationship with the streetscape, historic reference and also the sufficient landscaped separation between the new building and the nearby Contributory and State Heritage Places, satisfying PDC 8. It also references the heights of the nearby commercial and Contributory detached dwellings through height, siting, bulk and roof shape.

PDC 9 is best assessed by State Heritage, although the simple addition that replaces the stables has been sympathetically designed, allowing original fabric to remain legible and prominent.

The landscaping offered including fencing to the street boundary offers a relatively substantial planted buffer between the street boundary wall and the commencement of the carpark. Notably the carpark includes avenue tree planting. The landscape provides a separation between the new building and adjacent Contributory and State Heritage Places and reinforces an appropriate complementary garden setting.

The retention of the existing front wall satisfies PDC 12 and the new curved screen and pergola element is a good response to PDC 13.

The proposal satisfies Objectives 2 and 3 of the Special Uses Zone Historic (Conservation) Policy Area and Objective 4 has previously been discussed.

The topography of the site will remain largely unchanged satisfying Objectiv5 5 of the Special Uses Zone Historic (Conservation) Policy Area and the proposal has been designed to fit with the existing unique site arrangement, acknowledged by the zone boundary that occurs across the current land title.

Special Uses Zone Historic (Conservation) Policy Area Objective 6 is also satisfied through the retention of townscape views available from Seventh Street, but also the views of the former gasworks from the opposite side of the river and from the Adelaide Bridge.

Discussion of Special Uses Zone Historic (Conservation) Policy Area Principles of Development Control 1,2,3,4, 5, 6, 7, 9 and 10 will be addressed by the State Heritage Unit and given the extant State Heritage Place will be conserved and enhanced in a manner that befits its existing footprint and setting, the Special Use provisions are not troubled.

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Conclusion:

The proposal demonstrates a good contextual design approach and a high standard of architecture, with a sound interpretation of the historic industrial setting of the former gasworks and tank.

The pergola element is relatively restrained and the use of the circular element and its graduation from high level to low is an innovative approach to the streetscape transition from the town centre zone to the residential historic conservation zone. The integration of that element in paving (and possibly the interior as indicatively suggested (not a heritage issue)) is a good approach.

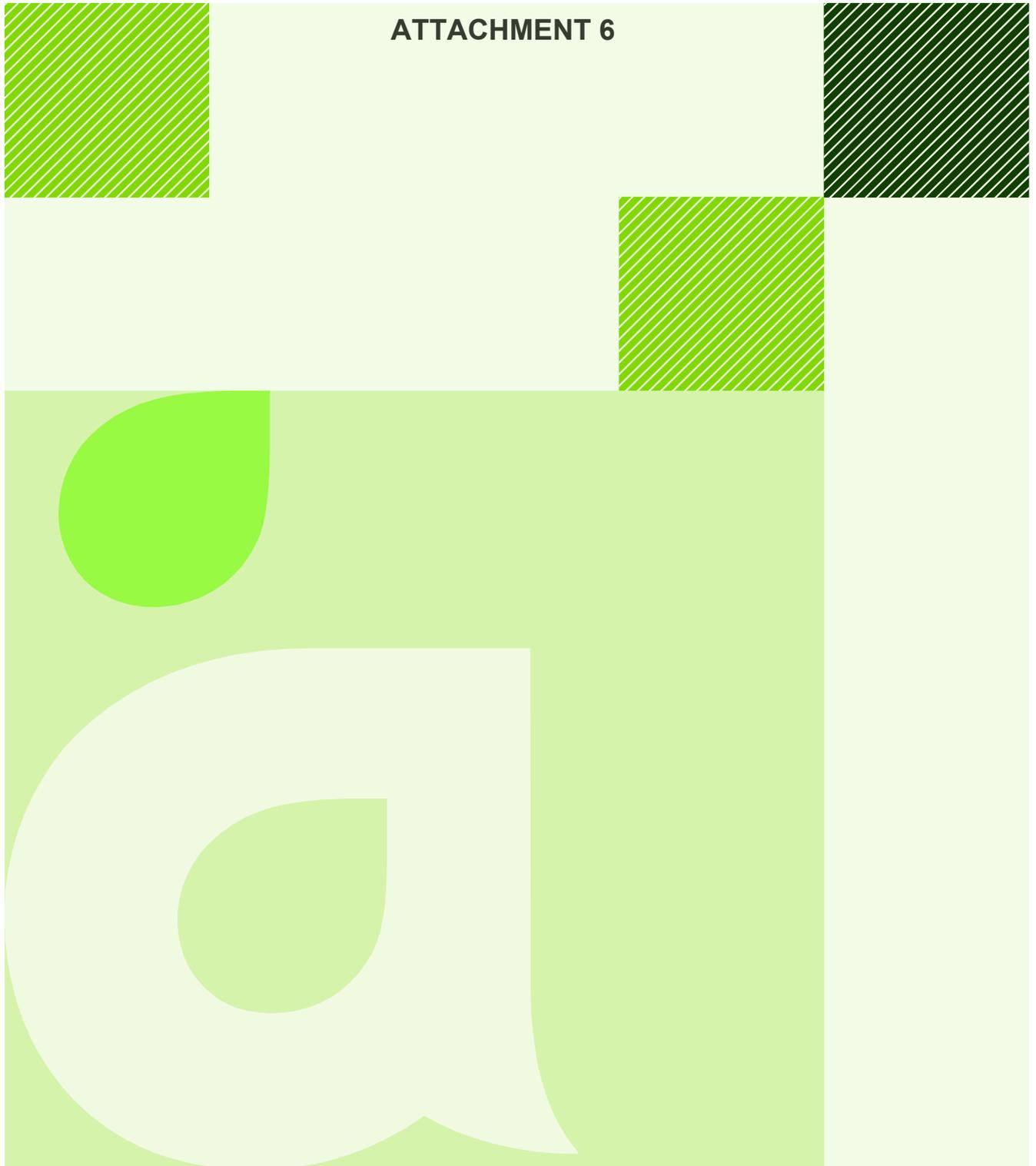
The elevations indicate a sufficiently articulated building with good composition of elements, visual interest, materials and vertical proportions. The proposal combines modern elements with traditional forms and expressions.

The presentation of the narrow articulated width of the building to the street, the articulated side elevations, and the gradation in heights and the landscaping to the side and front areas assist with the fit of the building within the adjacent residential area.

The proposal is presented to a high professional standard and provides much assurance that the challenge to the land use and part demolition matters are substantially offset by a cleverly designed master planning approach to the whole site, resulting in the integration of a conserved and enhanced State Heritage Place and a well-designed, contextually appropriate new building.

Douglas Alexander

ATTACHMENT 6



Project: Parking Spaces for Urban Places: Car Parking Study
Guideline for Greater Adelaide

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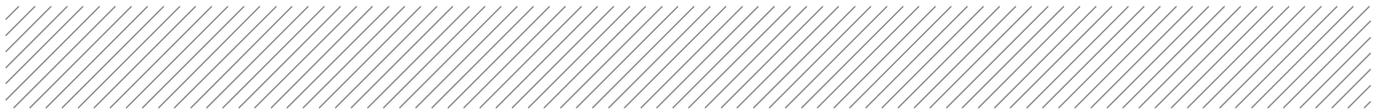
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1 Introduction

1.1 Background

The provision of car parking is a fundamental component of all urban developments. Insufficient car parking provision can lead to congested, unsafe traffic conditions or result in illegal parking and may impact on the commercial viability of businesses. Conversely, an over-provision of car parking spaces may encourage car use and is an uneconomical use of urban land. Achieving the right balance is the aim of this Guideline.

In October 2001, Planning SA released the *Planning Bulletin: Parking Provisions for Selected Land Uses (Suburban Metropolitan Adelaide)*. Many councils' car parking rates are still based on the recommended rates stated in this document. Given the changes in urban form, land use and transport policy and transport characteristics over the intervening years, this Bulletin is mostly out of date.

This *Parking Spaces for Urban Places Car Parking Guideline* aims to update the Planning Bulletin's recommended car parking rates and summarises the detailed analysis and research outcomes of the *Parking Spaces for Urban Places Technical Report*.

Note that accessible car parking (car parking for people with disabilities) was not considered as part of the research conducted and is subject to the Building Code of Australia.

1.2 Parking Spaces for Urban Places Car Parking Study

In 2011, the City of Port Adelaide Enfield was awarded funding from the Local Government Association (LGA) Research and Development Scheme for the purposes of completing a study of car parking rates.

Additional funds or technical assistance (through a Reference Group consisting of State Government and Local Government membership) were also committed towards the project by:

- The Department of Planning, Transport and Infrastructure – Planning Division
- City of Port Adelaide Enfield.
- City of Holdfast Bay.
- City of Marion.
- Rural City of Murray Bridge.
- City of Playford.
- City of Tea Tree Gully.
- City of Charles Sturt.

Aurecon was engaged by the City of Port Adelaide Enfield to undertake this study with particular consideration to be given to the following trends characterising urban development:

- The strategic policy objectives of The 30 Year Plan for Greater Adelaide, including the encouragement of increased housing densities along key transit corridors and reduced reliance on the private car.
- Impacts of high-density residential developments.
- The evolution of retail shopping trends (e.g. extended hours of trade, e-commerce, growing retail role of petrol stations etc.) changing the nature of peak shopping times and associated car parking demand.
- The continued consolidation and growth of schools, creating increased car parking and traffic congestion, particularly during pick-up and drop-off times.

1.3 Benefits of the Project to Local Government

A factor in the success of a development or activity centre is the level of transport access and parking provided. Developers and business operators often consider it a necessity that adequate car parking spaces are provided to meet demand and assist with the commercial viability of their businesses. Inadequate parking provision can result in overspill parking on residential streets, generating on-street congestion and creating potential adverse economic impacts on relevant businesses.

However, the following aspects are also relevant when determining the appropriate anticipated parking demand:

- The parking requirement may burden businesses where land value is high.
- Car parking is considered free by users, but the construction and maintenance costs are passed on through other means such as property prices or the cost of goods / services.
- Land used for parking could instead be developed and generate additional employment or income opportunities.
- Free and available parking encourages the choice of the car as the preferred transport mode.

A suitable balance between satisfying the anticipated demand for parking, and the benefits of utilising the least land possible for parking is the ideal.

As such, this study has reviewed and assessed car parking rates and policies for all land uses (as data allows) from recent development applications, information provided by the Property Council, interstate resources (particularly the Victorian Planning Provisions and the New Zealand Trips Database Bureau) and Aurecon's own extensive data library.

The study is intended to benefit the wider local government community by providing updated car parking rates that can be incorporated into councils' Development Plans. While councils may choose to use the car parking study as a guide in car parking planning/management, the study remains a consultant's report that has not been formally adopted by the State Government or incorporated into the South Australian Planning Policy Library. Notwithstanding, in some instances, it may reduce the level of negotiation between councils and developers, thereby streamlining the assessment process. It will also provide guidance with regards to car parking provision for emerging urban forms, such as high density residential development and developments around transit nodes. This will be particularly useful for councils who have not yet experienced this type of development, but are likely to, in accordance with the aims of *the 30-Year Plan for Greater Adelaide*.

1.4 Economic Impact

A number of reports and research papers have been written on the economic impacts of parking policy, in particular, on parking restraint measures that are designed to reduce car use within town centres.

The use of a parking fee and the subsequent system of pricing is considered to be the most effective parking management tool and, as such, the majority of the papers investigating the economics of



parking are concerned with the use of and the structure of parking fees. No data can be found on the economic effects of reducing the supply of parking other than how this increases the price of parking (where parking fees are used).

A car parking fee or levy, maximum parking rates or substantial changes to current parking restrictions are considered as parking restraints. The level of fee or levy needs to be considered in the context of the current 'market', being dependent on the current price of alternative transport modes and available alternative parking facilities.

Research indicates that the economic impact of introducing parking restraints is dependent on the effect of the restraint being directly felt by the motorist, and may be dependent on whether adequate alternative transport modes are available, whether drivers have an alternate destination option or if the area has a unique and attractive characteristic that the community or visitors consider desirable to preserve.

Smaller centres are unlikely to have alternative transport modes in place or unique and attractive elements that would overcome the negative effects of a restrained parking policy and as such a negative economic impact would be expected. For larger centres, especially city centres, negative economic effects of parking restraint measures are likely to be minimal or neutral.

To avoid adverse economic impacts, parking restraint measures should generally be applied where adequate alternative transport modes are available or in larger centres and city centres.

Interestingly, a change in the historical approach to parking provision was identified in the Victoria Planning Provisions and the New South Wales Government Transport Roads & Maritime Services guidelines, which both proposed rates that do not reflect the actual parking demand. However, this approach is not thought to be appropriate within the Greater Adelaide context due to the more dispersed nature of the urban form and less extensive public transport system and use, thereby creating a greater dependency on the private car and associated car parking supply.



2 Strategic Setting

2.1 State Government's Directions

The South Australian Government released *The 30 Year Plan for Greater Adelaide* in 2010. This document forms part of the Government's Planning Strategy for the State and identifies objectives for the future provision of housing, open spaces, employment and infrastructure.

One tool for implementing the Government's 'vision' for the State as outlined in the 30 Year Plan is the *South Australian Planning Policy Library*. The library provides a suite of up-to-date and 'best practice' policies to guide development. Both the Minister for Planning and councils draw upon these policies when updating council Development Plans.

2.1.1 The 30-Year Plan for Greater Adelaide

One of the main aims of *The 30 Year Plan for Greater Adelaide* is to outline how the State Government proposes to balance population and economic growth with the need to preserve the environment of Greater Adelaide over the next 30 years, amongst other considerations.

The Plan responds to a number of challenges faced by the Greater Adelaide region, including:

- Population growth and change.
- A growing and changing economy.
- Housing affordability.
- Transport and infrastructure.

The Plan therefore calls for a fundamental change to the way land use is managed in the Greater Adelaide region and specifically that a more compact and better designed urban form is pursued to meet the needs of a growing and changing population and economy.

The Plan recognises that:

"The long-term success of the Plan will be driven by a large part by the effectiveness of governance and implementation arrangements. To achieve the Plan's objectives and principles, several issues need to be managed over the next 30 years. These include capacity to regularly update policies and targets, an ability to execute the Plan across local government and all state agencies, and an implementation approach that recognises that different land-use solutions are needed in different parts of Greater Adelaide" (p. 15).

The Plan's policies and targets envisage the following urban form characteristics:

- Concentration of new housing in existing urban areas to contain the growth of residential and industrial and commercial activity to areas suitable for urban development.

- 
- Location of new housing and new jobs in designated transit corridors to promote easy access to jobs and services and reduce the reliance on cars.
 - Diversification of dwelling types and housing choice across Greater Adelaide and increase in the supply of smaller accommodation.
 - Increase in housing densities around railway and tram stations and transport interchanges such as major bus interchanges.
 - Creation of mixed-use precincts, including housing, jobs, and services, around transport networks and interchanges.

The Plan also recognises that car dependency needs to be reduced to achieve environmental and health outcomes and reduce congestion on metropolitan roads (which negatively impacts on productivity). The strategic objective of reducing car use is reflected in the car parking rates recommended in this Guideline via the potential for discounted rates (refer Sections 4 and 5).

2.1.2 South Australian Planning Policy Library Version 6

Version 6 of the *South Australian Planning Policy Library* released in September 2011 introduced new zone modules to allow councils to align their development plans with the vision of *The 30-Year Plan for Greater Adelaide*.

To encourage the growth of new neighbourhoods and promote infill development in transport corridors and activity centres, the Planning Policy Library includes several new zone modules that councils will be encouraged to adopt in their future rezoning exercises. These zones aim to facilitate access to alternative modes of transport and high public realm standards, with the effect of encouraging commuters and residents to choose a mode of transport other than the car. As such, the car parking rates for land uses in these zones have been reduced.

The car parking rates for dwellings in the new zones can be further reduced by meeting the requirements of various incentives, such as a 30% reduction in car parking provision if 15% of dwellings are classed as affordable housing. The percentage reduction, depending on incentives achieved, can be accumulated to a maximum of 30%.

The State Government based the discounted car parking rates on research that included consideration of car parking rates used for the Subiaco Central development in Perth, the draft Victorian car parking rates for Activity Centres and the policies in the City of Sydney and City of North Sydney Development Control Plans. Notwithstanding the above, version 6 of the Planning Policy Library does not provide an updated suite of land-use based car parking rates for use across all zones by all councils.

3 Car Parking Trends

3.1 Trends in Urban Form, Public Transport Use and Car Usage that affect Car Parking Requirements

The ABS Census data for 2011 and 2006 has been collated¹ for the Greater Adelaide area, and compared to aggregated data from greater metropolitan areas of the five most populous Australian cities² to gauge the national and local trends that affect car parking supply and demand. Following is a brief summary of the trends found.

3.1.1 Dwelling Structure by Car Ownership

The numbers of motor vehicles per dwelling type are provided in Figures 1 to 4.

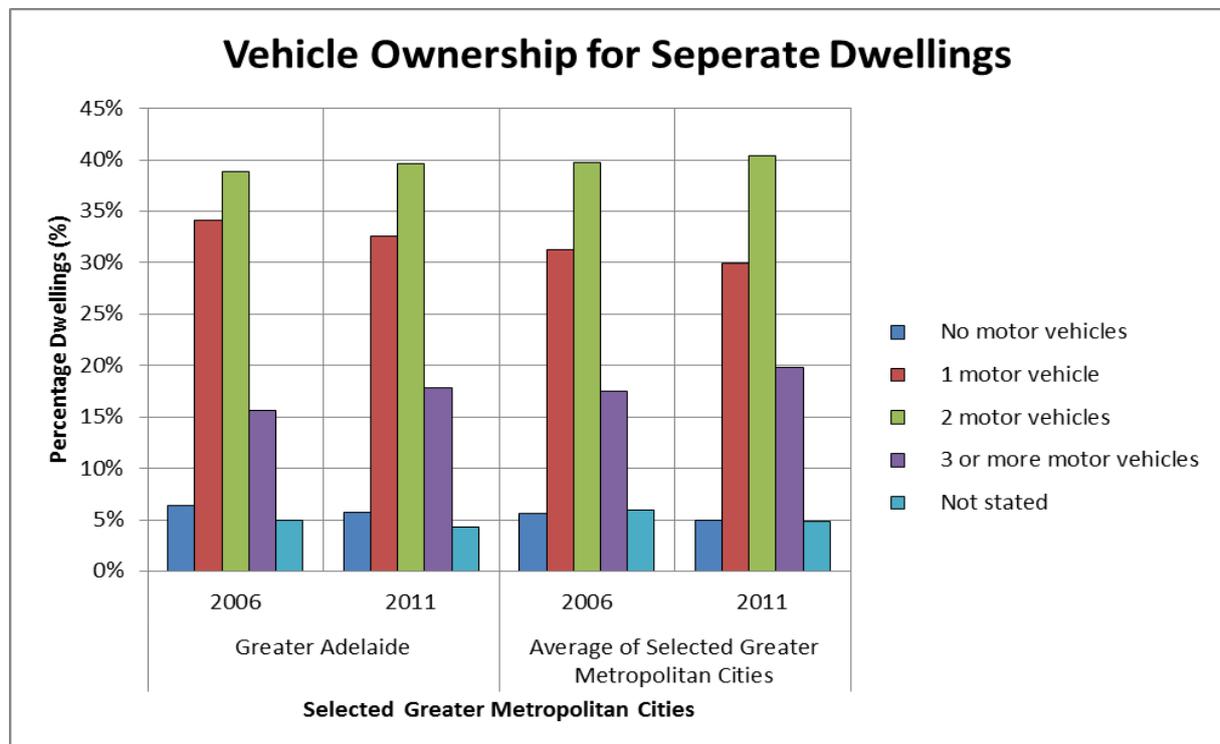


Figure 1 – Vehicle Ownership for Separate Dwellings (Data Source: ABS, 2012)

¹ ABS Census data collated using the ABS Table Builder Facility.

² Average of Selected Greater Metropolitan Cities' refers to the average of the greater metropolitan areas of Sydney, Brisbane, Melbourne, Perth and Adelaide.

Vehicle Ownership for Semi-detached, Row, Terrace, and Townhouse Type Dwellings

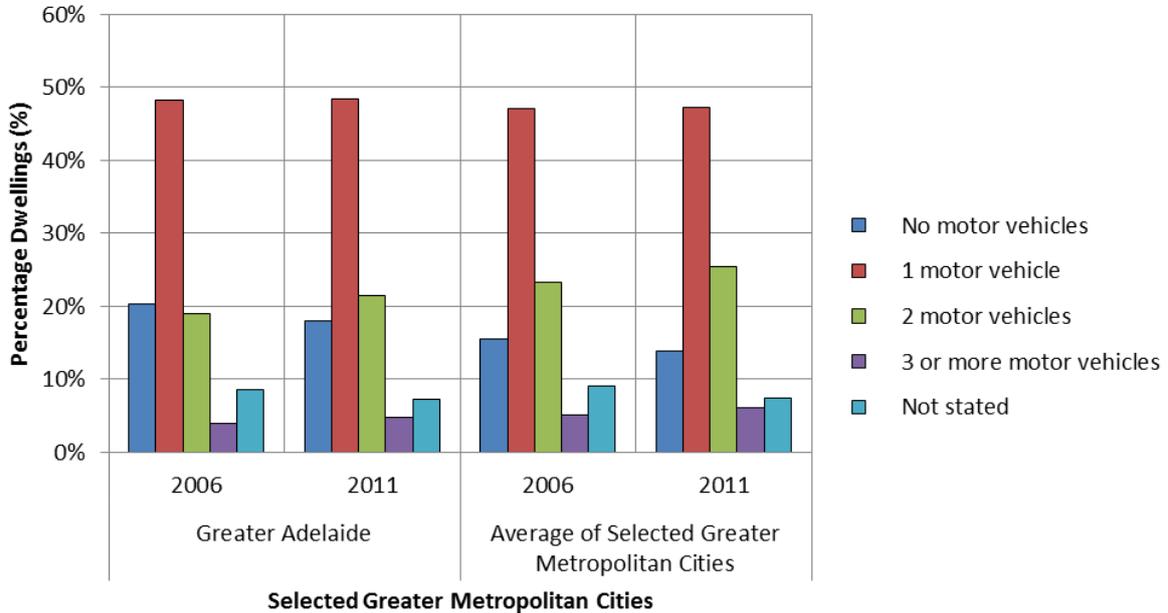


Figure 2 – Vehicle Ownership for Semi-detached, Row or Terrace House, Townhouse Dwellings (Data Source: ABS, 2012)

Vehicle Ownership for Flat, Unit or Apartment Type Dwellings

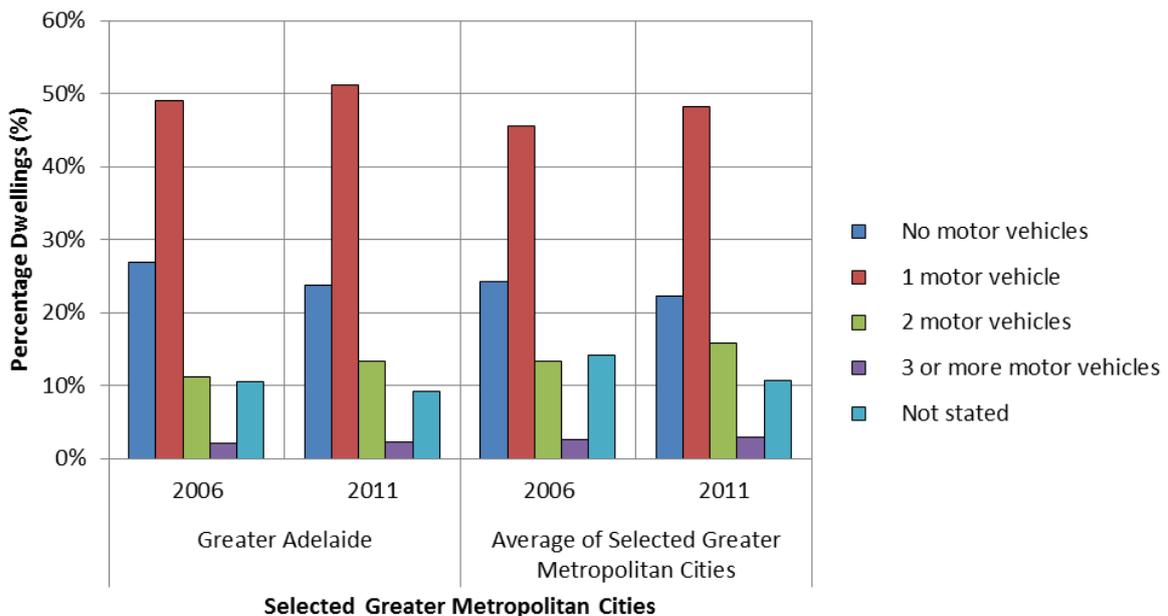


Figure 3 – Vehicle Ownership for Flat, Unit or Apartment Type Dwellings (Data Source: ABS, 2012)

Similar trends are observed within the Greater Adelaide area and the average of other capital cities in Australia.

Separate dwellings have the greatest vehicle ownership (over 50% have two or more vehicles), although little change is observed between 2006 and 2011. Semi-detached, row or terrace house, and townhouse style dwellings, and flat, unit or apartment style dwellings appear to have a smaller reliance on the use of vehicles with most dwellings only owning one vehicle (approximately 50% for all categories considered), which could partially be attributed to these dwelling types often being located closer to city CBDs or other key centres, where a high level of services exist (e.g. shops and public transport).

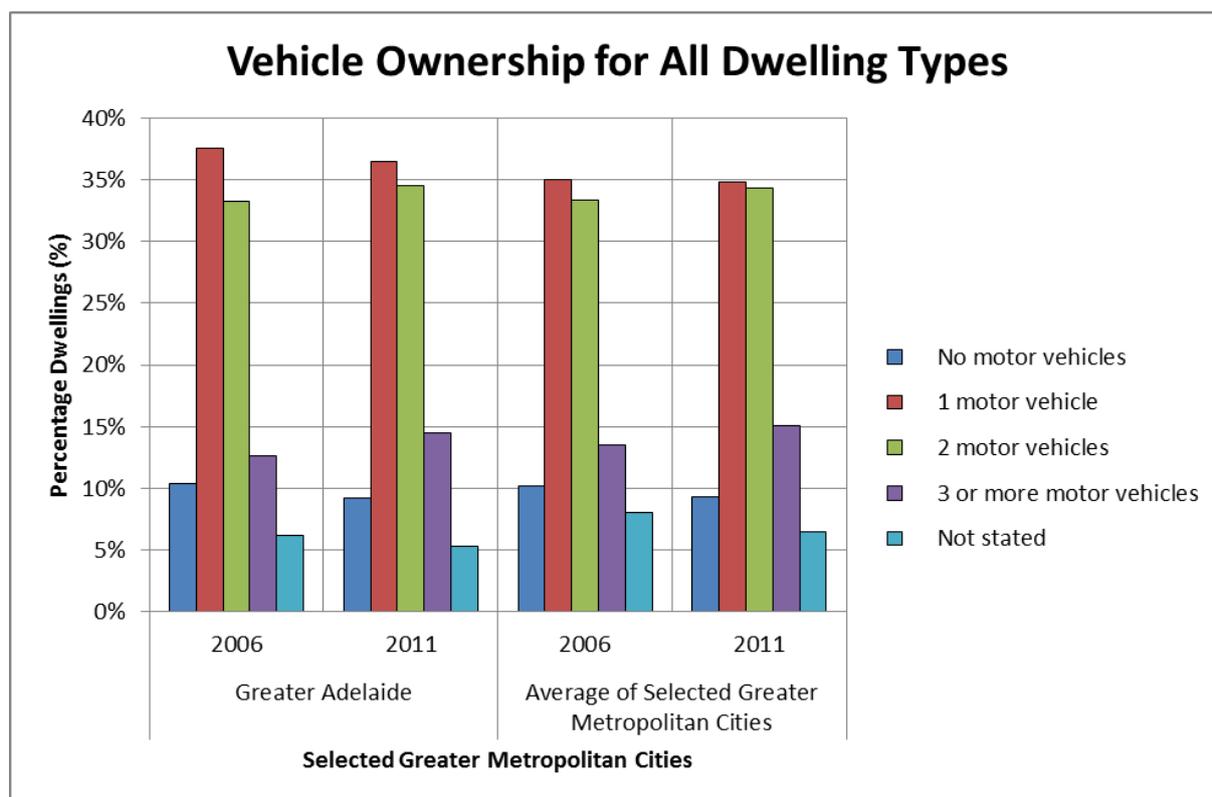


Figure 4 –Vehicle Ownership for All Dwelling Types (Data Source: ABS, 2012)

A marginal increase in the number of vehicles per household is observed between 2006 and 2011 across all dwelling types.

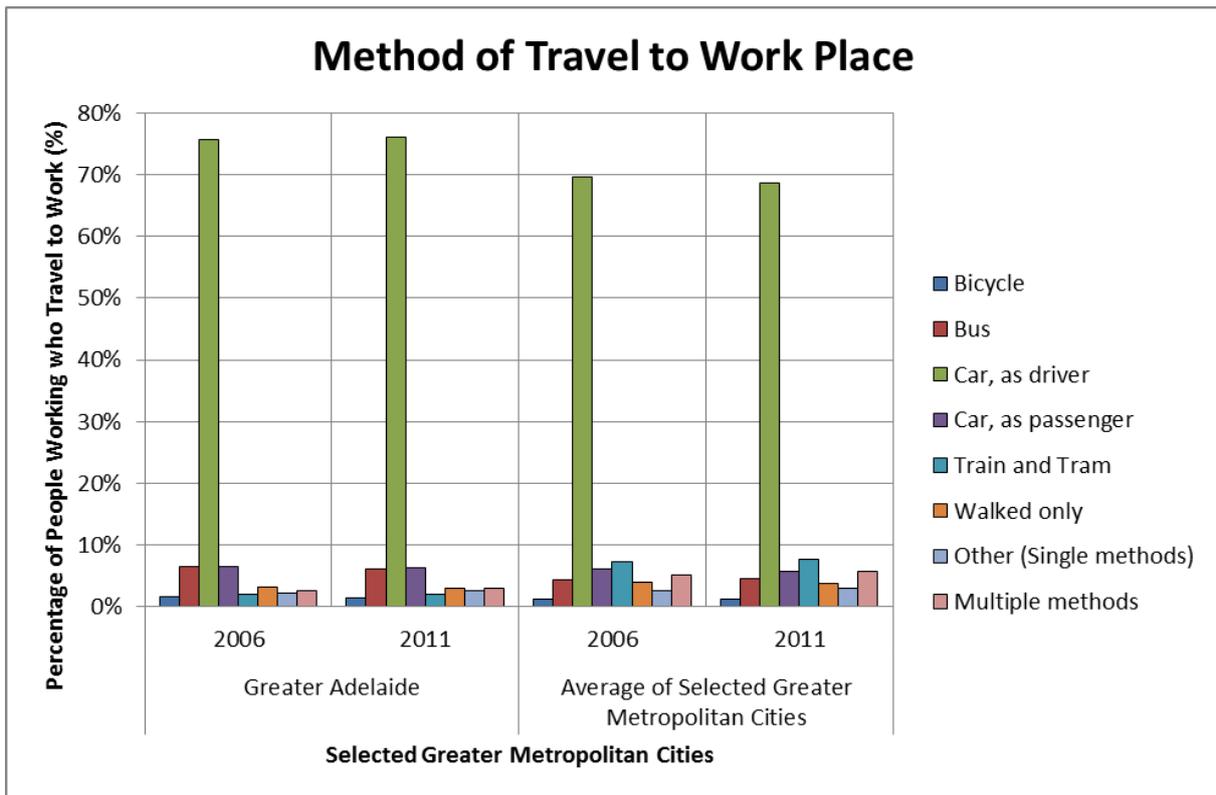
3.1.2 Motor Vehicle Census

According to the ABS Motor Vehicle Census Data, there were 16.7 million motor vehicles registered in Australia at the 2012 Motor Vehicle Census, representing a 13.3% increase from 2007.

The Motor Vehicle Census reveals that the passenger vehicle fleet (defined as vehicles constructed primarily for the carriage of persons and containing up to nine seats) has grown by 10.9% over the five year period; this is slightly higher than the population growth of 8% over the same period. However, passenger vehicles, as a proportion of the vehicle fleet, dropped by approximately 2% likely due to the growth in other vehicle categories such as motorcycles, which experienced a growth of 38.5%.

3.1.3 Method of Journey to Work

Figure 5 below indicates there is still a great reliance on cars, with minor change in behaviour between the years and capital cities that were analysed. Approximately 75% of people within the Greater Adelaide area who travel away from home to the work place travel as the sole occupant of a car, which is approximately 5% higher than other capital cities. Between 2006 and 2011, the Greater Adelaide area demonstrated a minor increase in the number of people travelling to work as the driver of a car, while other capital cities have shown a small decline. Note that Adelaide typically has lower densities, a more dispersed urban area, and a less congested road network when compared to other greater capital city areas, accounting for its higher reliance on private car usage.



* 'Percentage of People Working who Travel to Work' includes those working who must travel away from home to the work place

Figure 5 – Method of Travel to Work Place (Data Source: ABS, 2012)

3.1.4 Internet Connection

Over the last five years, ABS data indicates a significant increase in households with an internet connection (increase of 15%).

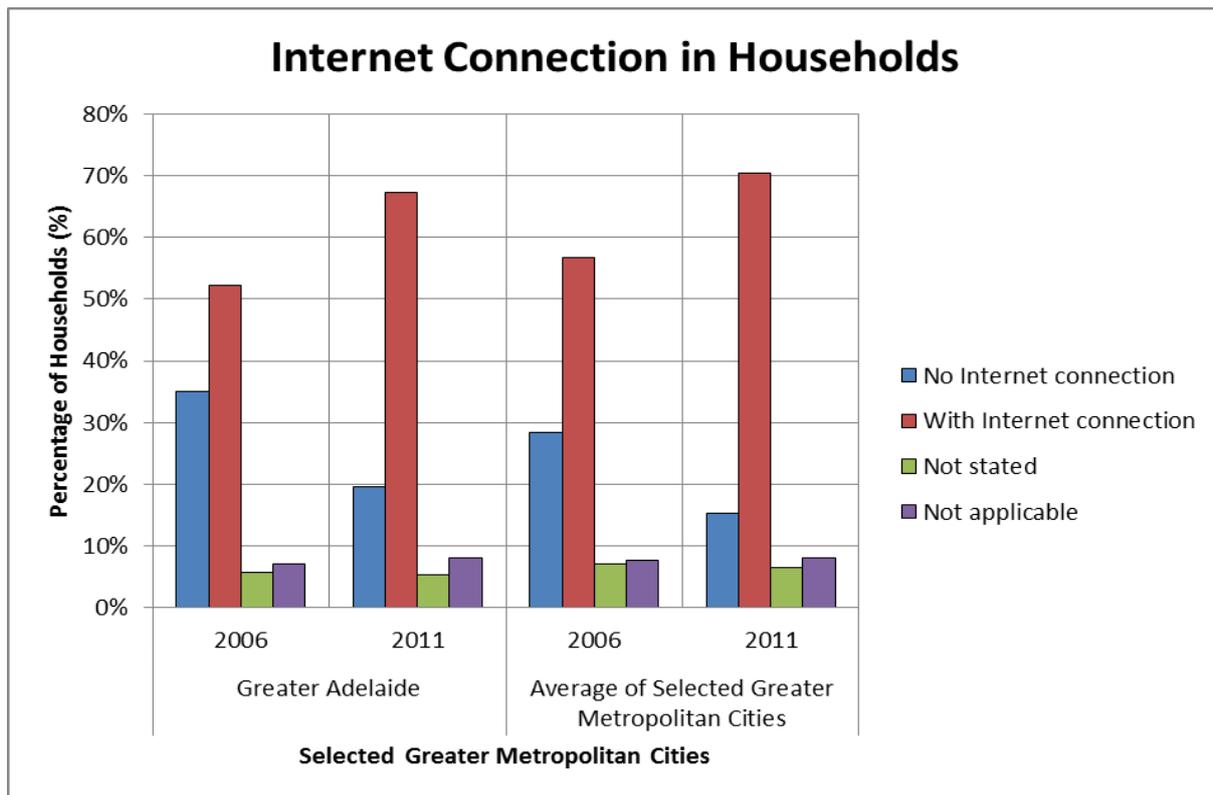
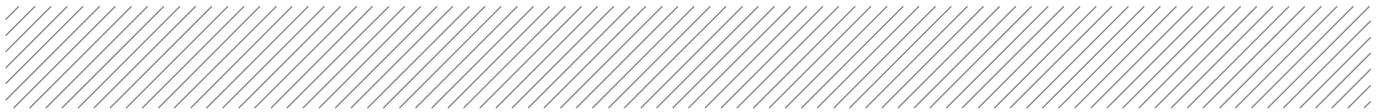


Figure 6 – Internet Connections in Households (Data Source: ABS, 2012)

The on-going rollout of the National Broadband Network (NBN) is anticipated to have a high proportion of the population connected to high speed broadband when completed, although this is currently under review pending the introduction of new Commonwealth Government policy. With the connection of more dwellings to the internet the potential exists for an increased reliance on online services, potentially resulting in:

- Increased online shopping, reducing visitor numbers to shops.
- An increase in the number of people working from home, reducing business travel and employee car parking requirements as well as potentially reducing dwelling parking demand as households will require fewer commuting vehicles. The Federal Government has a target of 12% of employees having a teleworking arrangement with their employee by 2020.
- Increased access to medical care by internet consultations ('telemedicine'), potentially reducing parking demand at medical facilities, particularly in remote areas.
- Reduction in cinema and other entertainment attendance due to increases in television streaming, video on demand, online gaming and high quality video calling.

Notwithstanding the above predictions, the direct correlation between the increase of internet connections in the home, and the effect this may have on travel behaviour (i.e. reliance on cars to travel to work, shops etc.) cannot be confirmed.

3.2 Incorporation of Trends into New Car Parking Rates

The analysis of recent ABS Census data regarding vehicle ownership, journey to work methods and internet connection suggest the following broad trends:

- 
- Australians and especially South Australians are still heavily reliant on the private vehicle as a preferred method of travel.
 - There is a tendency for detached dwelling households to own more vehicles than smaller dwelling types such as flats or apartments.
 - There is an increasing reliance on the internet for work (e.g. for shopping, medical and entertainment purposes).

Given the above trends, it may be inferred that whilst more activities are (and will increasingly) occur in the home, thereby reducing the need for travel, when people do travel they prefer to rely on the private car. Additionally, greater flexibility in working arrangements, changes to entertainment preferences and shopping hours may reduce 'peak' traffic conditions. However, any benefits in reduced traffic congestion or peak car parking demands that these trends may generate are likely to be offset by the overall increase in registered vehicles on the road as evidenced by the growth of the passenger vehicle fleet (10.9%) compared with the population growth (8%) as recorded by the 2012 ABS Motor Vehicle Census.

The South Australian Government's objectives for increasing housing densities around transit corridors and key activity centres is likely to reduce car dependency to some degree. However outside of these development scenarios, the status quo is likely to be maintained. As such, a relatively conservative approach has been taken to the recommended land-use car parking rates provided in this Guideline. However, to acknowledge developments which are proximate to transport links, a discounted rate is available where certain criteria can be met, as set out in the Table 2, Section 5.

4 The Car Parking Rates Table

The recommended parking rate takes the form of an individual rate or a range of parking rates, with a defined recommended rate (upper) and minimum discounted rate (refer Figure 7 below).

Depending on meeting the conditions of the Suggested Parking Discounts Table, defined in *Section 5 - Car Parking Discount*, a discount can be applied to the recommended parking rate until the maximum allowable discount is reached. The maximum discount should not be breached unless a strong case can be demonstrated.

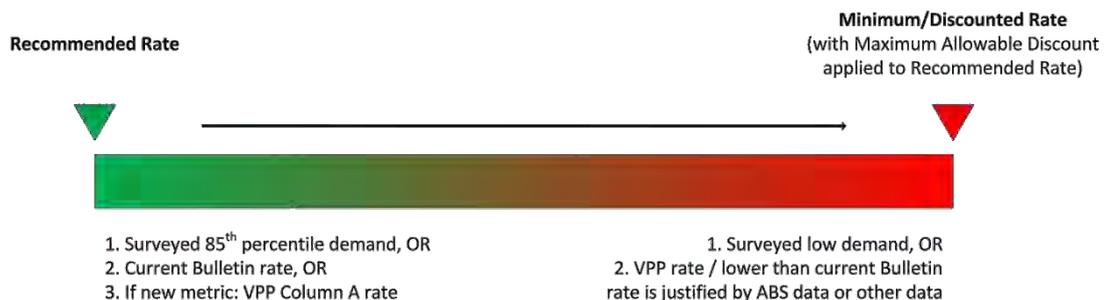


Figure 7 – Method of Discount to the Recommended Car Parking Rate

The available data was prioritised (refer Figure 7 above), with survey data given the highest priority and if survey data was not available, other data sources were utilised. Where survey data was available, the recommended rate was established by the 85th percentile surveyed demand and the minimum rate by the lowest surveyed demand.

Where previous experience has indicated that a measurement metric (i.e. the number of spaces to be provided per floor square/number of seats/patrons etc.) may be difficult to use or result in an inappropriate number of required car parking spaces, an alternative metric has been suggested.

Some land-use terms have been changed to align with the South Australian *Planning Policy Library Terminology List* and where appropriate the creation of new land-use categories have been introduced.

A summary of the initial research conducted for each land use is provided in the detailed Technical Report.

Table 1 lists the recommended rates, maximum allowable discount (to be used in conjunction with Table 2 in *Section 5 – Car Parking Discount*), and change (if any) from the Planning SA *Planning*

Bulletin: Parking Provisions for Selected Land Uses (Suburban Metropolitan Adelaide) (2001) for each land use considered.

Recommended rates are subject to the notes following Table 1. Eligible discounts are subject to the application of Table 2, however must not exceed the maximum allowable discount stipulated in Table 1 for each land use type.

Table 1 – Recommended Car Parking Provision for All Land Use Types

Land Use Type	Recommended Rate	Max Allowable Discount	Summary of Change (from Planning SA Planning Bulletin, 2001)
Recreation			
Amusement Machine Centre	7 per 100 sq m TFA	N/A	No change
Bowling Club	10 per bowling green	N/A	No change
Cinema Complex	0.33 per seat	25%	No change
Concert Hall / Theatre	0.33 per seat	25%	No change
Conference Facility	Assess on needs basis	N/A	No change
Entertainment Multiplex	Assess on needs basis	N/A	No change
Exhibition Hall	Assess on needs basis	N/A	No change
Gymnasium	7 per 100 sq m GFA	55%	New entry
Hotels & Taverns	11 per 100 sq m GLFA	25%	New measurement unit and maximum discount rate introduced
Indoor Recreation (formerly Indoor Recreation / Gymnasium)	Assess on needs basis	N/A	Change entry title
Night Clubs & Late Night Venues	Assess on needs basis	N/A	No change
Non-residential club	Assess on needs basis	N/A	No change
Restaurant (traditional)	0.4 per seat	25%	Maximum discount rate introduced
Restaurant (fast food / family / convenience restaurant)	0.55 per seat PLUS 12 vehicle queuing area if a drive through	35% N/A	Maximum discount rate introduced
Squash / Tennis Courts	4 per court	25%	Maximum discount rate introduced
TAB Facility	8 per 100 sq m GFA	15%	Maximum discount rate introduced
Medical			
Consulting Room	4 per consulting room	10%	New measurement unit and maximum discount rate introduced
Hospital	4 per bed	30%	Higher with maximum discount rate introduced
Supported Accommodation (formerly Nursing Home)	0.3 per lodging room	15%	Re-titled, higher, with maximum discount rate introduced

Table 1 – Recommended Car Parking Provision for All Land Use Types (cont.)

Land Use Type	Recommended Rate	Max Allowable Discount	Summary of Change (from Planning SA Planning Bulletin, 2001)		
Industry & Warehouse					
Industry	<p>If employee numbers known:</p> <p>0.75 per employee</p> <p>OR</p> <p>If employee numbers unknown:</p> <p>2 per 100 sq m GFA, for non-office component up to 200 sq m</p> <p>PLUS</p> <p>1.33 per 100 sq m GFA, for non-office component between 200 sq m and 2,000 sq m</p> <p>PLUS</p> <p>0.67 per 100 sq m GFA, for non-office component greater than 2,000 sq m</p> <p>Whichever produces the greater number of car parking spaces; and with a minimum of 2 spaces provided per premises</p>	20%	New entry		
	Warehouse	<p>If employee numbers known:</p> <p>0.38 per employee</p> <p>OR</p> <p>If employee numbers unknown:</p> <p>2 for non-office component up to 200 sq m</p> <p>PLUS</p> <p>0.67 per 100 sq m GFA, for non-office component between 200 sq m and 2,000 sq m</p> <p>PLUS</p> <p>0.34 per 100 sq m GFA, for non-office component greater than 2,000 sq m</p> <p>Whichever produces the greater number of car parking spaces; and with a minimum of 2 spaces provided per premises</p>		20%	New entry
				20%	
				20%	
Community / Civic					
Child Care Centre / Educational Establishment: Pre-school (formerly Child Care Centre)	1 per employee	10%	Re-titled, new measurement unit, drop-off / pick-up requirement		
	0.25 per child (drop-off / pick-up bays)	10%			
	<p>OR</p> <p>An area wide traffic management plan to accommodate the drop-off / pick-up demand at 0.25 spaces per child</p>	N/A			

Table 1 – Recommended Car Parking Provision for All Land Use Types (cont.)

Land Use Type	Recommended Rate		Max Allowable Discount	Summary of Change (from Planning SA Planning Bulletin, 2001)
Community / Civic (cont.)				
Community Centre	10	per 100 sq m TFA	N/A	No change
Educational Establishment: Primary School	1	per full time equivalent employee PLUS	N/A	New measurement unit introduced PLUS drop-off / pick-up
	0.1	per full time equivalent employee for visitors (with a minimum 5 spaces per premises) PLUS EITHER	N/A	
	0.25	per student OR	N/A	
		An area wide traffic management plan to accommodate the drop-off / pick-up demand at 0.25 spaces per child	N/A	
Educational Establishment: Secondary School	1	per full time equivalent employee PLUS	N/A	New measurement unit introduced PLUS drop-off / pick-up
	0.1	per full time equivalent employee for visitors (with a minimum 5 spaces per premises) PLUS EITHER	N/A	
	0.16	per student OR	N/A	
		An area wide traffic management plan to accommodate the drop-off / pick-up demand at 0.16 spaces per child	N/A	
Educational Establishment: Tertiary Education	0.8	per student that is part of the maximum number of students on the site at any time	60%	New measurement unit and maximum discount rate introduced
Library	4	per 100 sq m GFA	50%	Maximum discount rate introduced
Meeting Hall	0.2	per seat	N/A	No change
Place of Worship	0.33	per seat	25%	No change
Commercial				
Auction Depot	1	per 100 sq m TFA PLUS	10%	Maximum discount rate introduced
		2 spaces	N/A	
Call Centre	8	per 100 sq m GFA	25%	Maximum discount rate introduced
Bulky Goods Outlet or Retail Showroom (formerly Hardware and other retail showrooms)	3	per 100 sq m GLFA	40%	Re-titled, lower rate and maximum discount rate introduced

Table 1 – Recommended Car Parking Provision for All Land Use Types (cont.)

Land Use Type	Recommended Rate	Max Allowable Discount	Summary of Change (from Planning SA Planning Bulletin, 2001)
Commercial (cont.)			
Motor Repair Station	3 per 100 sq m GLFA	N/A	New measurement unit
	1 PLUS for each vehicle being serviced, repaired or fitted with accessories, including vehicles waiting to be repaired, fitted with accessories or collected by owners		
Office	4 per 100 sq m GFA	25%	Maximum discount rate introduced
Petrol Filling Station: Service Bays and Retail Floor Space	6 per bay	N/A	New measurement unit
	50% of the calculated parking demand of any ancillary land use	N/A	
Service Trade Premises	4 per 100 sq m GLFA	50%	No change
Shop (not within a shopping centre) (formerly Shop (not within a centre))	7 per 100 sq m GLFA	55%	Maximum discount rate introduced
Shop within a shopping centre	6 per 100 sq m GLFA	25%	New entry
Accommodation			
Retirement Village (formerly Aged Care Retirement Homes)	1 per one or two bedroom dwelling	15%	Re-titled, higher, new measurement unit, and maximum discount rate introduced
	2 PLUS per three or more bedroom dwelling	10%	
	1 PLUS per five dwellings for visitors	N/A	
	1 PLUS per full time equivalent staff employed	N/A	
Display Home	5.5 per dwelling for five or fewer contiguous dwellings	10%	Maximum discount rate introduced
	2.5 PLUS per additional contiguous dwelling	10%	

Table 1 – Recommended Car Parking Provision for All Land Use Types (cont.)

Land Use Type	Recommended Rate		Max Allowable Discount	Summary of Change (from Planning SA Planning Bulletin, 2001)
Accommodation (cont.)				
Multiple Dwelling Developments	1.25	per one bedroom dwelling PLUS	20%	New entry
	1.75	per two bedroom dwelling PLUS	30%	
	2.5	per three or more bedroom dwelling PLUS	30%	
	0.5	per dwelling for independently accessible parking for visitors	50%	
Single Dwelling	1	per one bedroom dwelling OR	N/A	New entry
	2	per two or three bedroom dwelling OR	N/A	
	3	per four or more bedroom dwelling	N/A	
Motel	1	per room PLUS	N/A	Additional measurement unit
	1	per employee PLUS	N/A	
		50% of the calculated parking demand of any ancillary land use except a hotel. 100% of parking requirement of an associated hotel	N/A	
Tourist Accommodation (formerly Tourist Accommodation (bed & breakfast))	1	per room PLUS	N/A	Additional measurement unit, and maximum discount rate introduced
	1	per employee PLUS	50%	
		50% of the calculated parking demand of any ancillary land use except a hotel. 100% of parking requirement of an associated hotel	N/A	
Mixed-use / TOD				
Mixed-use / TOD - Residential	0.75	per one bedroom dwelling PLUS	N/A	New entry
	1	per two bedroom dwelling PLUS	N/A	
	1.25	per three or more bedroom dwelling PLUS	N/A	
	0.25	per dwelling for visitors	N/A	

Table 1 – Recommended Car Parking Provision for All Land Use Types (cont.)

Land Use Type	Recommended Rate		Max Allowable Discount	Summary of Change (from Planning SA Planning Bulletin, 2001)
Mixed-use / TOD (cont.)				
Mixed-use / TOD - Non-residential and non-tourist	3	per 100 sq m GLFA	N/A	New entry
Mixed-use / TOD - Tourist Accommodation	0.25	per bedroom	N/A	New entry
Other				
Funeral Parlour	0.3	per patron catered for	N/A	New measurement unit introduced
Public Transport Interchange (formerly Interchange / Transport Station)	Assess on needs basis		N/A	Re-titled
Radio Studio or Television Studio (formerly Radio & TV Studio)	5	per 100 sq m GFA	20%	Maximum discount rate introduced

Table Notes:

- **Parking rate:**
 - Recommended rates typically represent the surveyed 85th percentile parking demand, current Planning SA Planning Bulletin rate or Victorian Planning Provisions rate.
 - For developments comprising more than one land use type (e.g. warehouses with an office component), the total parking provision for the development shall be the sum of the parking provision applicable for each land use component.
 - Developments may attract a car parking discount (as a percentage) in accordance with the criteria stipulated in the Suggested Parking Discounts Table. Developments may be eligible to attract discounts against multiple criteria. However, the percentage discounted cannot exceed the maximum allowable discount as defined in the Recommended Car Parking Provision for All Land Uses Table.
- The parking discount criteria are defined in the Suggested Parking Discounts Table
- **Acronyms and abbreviations:**
 - Planning SA Planning Bulletin – Planning Bulletin: Parking provisions for selected land uses (Suburban Metropolitan Adelaide).
 - TFA – Total Floor Area.
 - GFA – Gross Floor Area.
 - GLFA – Gross Leasable Floor Area.
 - TOD - Transit-oriented development
- **Definitions:**
 - Transit-oriented developments comprise mixed-use, higher density development centred on a major public transport access point. They accommodate residential, high-order retail services and employment activities as well as open space. They will be attractive and walkable places for people to live, work, shop, and recreate in an accessible and self-contained community. [Definition cited in 30 Year Plan for Greater Adelaide]
 - Mixed-uses include a combination of major land-use types, such as residential, retail, office, commercial, civic and light industrial. The mixture of uses can be both vertical and horizontal, but not necessarily in the same building or site. Activity centres, transit nodes the areas surrounding major employment nodes and parts of the city centre, and urban regeneration areas are considered to be ideal locations for mixed-use development. [Definition cited in 30 Year Plan for Greater Adelaide]

5 Car Parking Discount

Parking rates have typically been based on historic peak parking surveys which informed the basis of minimum car parking rates. However, parking surveys are often conducted in suburban locations with low density development and limited alternative transport modes available.

It is common practice for a required parking rate to be reduced during the development assessment process in acknowledgement of the unique character of a development and its proximity to alternative transport modes. These circumstances vary considerably throughout the State, from isolated developments in rural areas to high density developments in regional centres.

Accordingly, research conducted as part of this study, combined with feedback received from the Reference Group has resulted in a conservative approach to the recommended car parking rates provided in Section 4. However, a quantifiable car parking discount system (i.e. the *Suggested Parking Discounts Table*) will provide for flexibility within the development assessment process that recognises the wide range of locations and development circumstances that can occur. Moreover, the provision of a clear framework for discounting car parking rates may reduce the need for lengthy negotiations during the development application process.

From these requirements the following principles were established:

- Fixed upper limit – a recommended rate representing the unconstrained parking demand of a land use.
- Discounted rate – where certain conditions are met the recommended rate can be reduced to a discounted rate. Each land use has a defined maximum discount that can be applied, as some land uses have more scope for reducing parking demand than others.
- Discounts justified by meeting clearly defined criteria.



Figure 8 – Application of Discounts to the Recommended Rate

This is similar to the approach used in *Version 6* of the *South Australian Planning Policy Library*, where a parking discount can be accrued, but to a maximum 30%.

Feedback received from the Reference Group indicated that the discount categories defined below could be used to form the Suggested Parking Discounts Table, with discount possibilities available with respect to:

- 
- Accessibility Discount – allows the recommended rate to be discounted due to proximity to public transport, cycling and walking facilities.
 - Shared Use Discount – allows the recommended rate to be discounted where a development shares a common car parking facility or a public car parking facility is within the locality.
 - Improved Planning Outcome Discount – allows the recommended rate to be discounted where developers provide a higher quality walking environment or improved visual amenity within the urban environment than would otherwise be required.
 - Planning Constraint Discount (within a Historic Conservation Area or revitalisation precinct) – allows the recommended rate to be discounted for an area where development is being encouraged, or in a historic area that provides limited opportunity to provide on-site car parking in a cost-effective manner.

A paid parking discount was also discussed by the Reference Group but there was concern that it could result in additional car parking on the street, thereby creating a different set of issues. As such, paid parking was not included in the discount table.

The Reference Group also expressed that councils should be free to tailor discounts to reflect local conditions, policies and or objectives. In particular, criteria that does not directly reduce the demand for car parking (such as the criteria relating to 'improved planning outcome') may, for example, be utilised by councils as part of an incentives scheme for a precinct requiring rejuvenation.

The above mentioned discount categories and associated discount percentages, based on specific criteria, are provided in Table 2, but should be reviewed following application of these new rates. This particular method permits the application of one discount percentage per category only; the sum of percentages can only be applied up to the maximum allowable discount permitted for the land-use type considered, and as such requires use in conjunction with Table 1.

For details on how these discount percentages were obtained, and other possible alternative discounts considered by the Reference Group, refer to the Technical Report.

The Suggested Parking Discounts Table will need to form part of a parking rate package with the recommended parking rates as a means of justifying why a discount is warranted and to what degree.

Recommended rates are subject to the notes following the Table 1. Maximum allowable discounts are subject to the notes following Table 2.

Table 2 – Suggested Parking Discounts

Category	Discount Permitted	Insert Total Eligible Discounts
Discounts that directly reduce parking demand		
Accessibility		
Located within 200m of a train station, tram station, a bus stop with five or more public transport routes, or a bus stop within a 'Go Zone'.	20%	
Located within 400m of a train station, tram station, a bus stop with five or more public transport routes, or a bus stop within a 'Go Zone'.	10%	
Located within 200m of a dedicated off-road or on-road bicycle path or bicycle lane.	5%	
Shared Parking		
Development has a shared parking area used by three or more land uses with differing peak parking times. Shared car parking must be reflected on relevant Certificates of Title in the form of 'right of way access' or similar.	15%	
Development has a shared parking area used by two land uses with differing peak parking times. Shared car parking must be reflected on relevant Certificates of Title in the form of 'right of way access' or similar.	10%	
Development is within 200 m walking distance of one or more existing off-street public car parking places with a combined total of 100 car parking spaces or more.	10%	
Development is within 400 m walking distance of one or more existing off-street public car parking places with a combined total of 100 car parking spaces or more.	5%	
Bonus Discounts that do not directly reduce parking demand		
Improved Outcome		
All parking is contained in an undercroft parking area.	10%	
Two or more pedestrian footpaths, with designated crossing points where applicable, are provided through the main car parking area and are located and designed to the satisfaction of the assessing authority.	5%	
Planning Constraint (within Historic Conservation Area or revitalisation precinct)		
Where a change of use or a small extension is a development envisaged in the Development Plan and it can be demonstrated that providing the calculated number of parking spaces is physically prohibitive.	10% to 30% (Subject to negotiation)	
Total Warranted Discount (sum of Total Eligible Discounts)		
Maximum Allowable Discount (as stipulated in Recommended Car Parking Provision for All Land Use Types Table)		
Discount to be applied to the Recommended Parking Rate (the Recommended Parking Rate cannot be reduced beyond the Maximum Allowable Discount)		

Table Notes:

- **Parking rate:**
 - *Car parking rates are stated in the Recommended Car Parking Provision for All Land Use Types Table. Car parking rates typically represent the surveyed 85th percentile parking demand, current (2001) Planning SA Planning Bulletin rate or Victorian Planning Provisions rate.*
 - *Developments may attract a car parking discount (as a percentage) in accordance with the criteria stipulated in the Suggested Parking Discounts Table. Developments may be eligible to attract discounts against multiple criteria. However, the percentage discounted cannot exceed the maximum allowable discount as defined in the Recommended Car Parking Provisions for All Land Use Types Table.*
 - *The Suggested Parking Discounts Table permits the application of one discount percentage per category only; the sum of percentages can only be applied up to the maximum allowable discount permitted for the land-use type.*
- **Definitions:**
 - *A 'Go Zone' is a zone that offers bus services approximately every 15 minutes between 7.30am and 6.30pm Monday to Friday and every 30 minutes at night, Saturday, Sunday and public holidays until 10pm*. [Refer to Adelaide Metro website for further details]*



6 Application of Rates and Discounts

This document is intended as a guideline only and therefore allows some scope for amendments to suit individual local government circumstances. For example, some councils may choose not to adopt the discount table. In particular, councils in rural areas with reduced access to public transport services and a reliance on private vehicles due to distances between homes and services may find the discount table unsuitable or unlikely to be triggered by most development scenarios.

Metropolitan councils may choose to amend the maximum allowable discount attributed to each land use or only adopt certain aspects of the discount table that are applicable to individual urban scenarios. There is also scope to adopt some discounts for particular areas. For example, the *Planning Constraint (within designated Historic Conservation Area or revitalisation precinct)* may be applied to a particular geographic area within council, such as a Regional Centre Zone undergoing a revitalisation process.

It is important to recognise that the maximum discount attributed to each land-use rate can also represent a lower rate range. As such, some councils, such as the City of Adelaide, may choose to adopt the maximum discount rate as the default/standard rate, given that majority of land-uses will be proximate to high frequency public transport, bicycle linkages etc. and be eligible for rate discounts. Or it could be determined that the Mixed-use/TOD rates are better suited to a CBD context than rates based upon individual land-uses.

The Guideline aims to avoid a 'one size fits all' approach which has traditionally been applied to land-use based car parking rates.



7 Conclusion and Next Steps

The *Parking Spaces for Urban Places Car Parking Study* has assessed the parking rates contained in the *Planning Bulletin: Parking provisions for selected land uses (Suburban Metropolitan Adelaide)* (2001) using information that was readily available; mostly from the Aurecon data bank, the Victoria Planning Provisions and the New Zealand Trips Database Bureau.

The Reference Group highlighted the need for South Australian parking rates to be set at a level that would accommodate the anticipated current parking demand of a development but, with the flexibility to be reduced as the State Government and councils' sustainable transport policies take effect.

To meet this aim, a recommended parking rate has been defined (where data was available) which represents the current parking demand of a development (refer *Section 4 – The Car Parking Rates Table*). This recommended rate can be reduced by applying a series of discounts; each discount has a set value that represents the anticipated reduction in car use that comes from the increased use of transport modes other than the private car (refer *Section 5 – Car Parking Discount*).

Also, further discounts to the recommended rate (that will not directly reduce the car parking demand) are provided as options to councils in exchange for public realm improvements or as part of development incentive schemes. The Reference Group preferred that individual councils define their own discounts to suit their individual objectives, especially for unique development precincts.

The recommended car parking rates outlined in this Guideline represents a summary of the parking data available without commissioning extensive and costly parking demand surveys. As such, it is recommended that further research be conducted with a view to testing the recommended parking rates of this study via case studies and ongoing data collection for increased robustness and confidence in results.



8 References

The following references listed were sourced in the production of this guideline.

- Aurecon Australia Pty. Ltd. (2013), *Parking Spaces for Urban Places: Car Parking Study - Technical Report*, Aurecon Australia Pty. Ltd., Adelaide, South Australia
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